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## CORPORATE AVERAGE FUEL ECONOMY

The SPEAKER pro tempore. The Chair recognizes the gentleman from California (Mr. LAMALFA) for 5 minutes.

Mr. LAMALFA. Mr. Speaker, there is a proposal by the National Highway Traffic Safety Administration, often coupled with EPA as well on this topic, regarding corporate average fuel economy. This is a standard that was developed many years ago in order to increase the fuel efficiency of automobiles and trucks sold in America.

They have been cranking up that standard over the years, including a giant leap during the Obama era, where the manufacturers basically came into hearings and acquiesced to these really far-reaching standards they would have. This basically means the fleet of vehicles that the manufacturers would sell has to meet a certain level of average miles per gallon for cars and for light trucks.

Years ago, when it was first established, these were within reach, with work, with new technology, with the efforts modern manufacturers were making. During the Obama era they wanted to raise it from the ultimate goal of, I believe, 27 miles per gallon by X year to 55 miles per gallon by, I believe, 2025 at the time. Think about that a minute, 55 miles per gallon. This is before any of this electric car mess we are talking about right now being forced upon consumers.

How many cars do you know of today that get 55 miles per gallon that are not electric assist or electric in total, which gets, I guess, infinite miles per gallon in that sense? Now, the electricity still comes from somewhere, whether it is a coal plant, a natural gas plant, or a windmill that runs only when the wind blows or a solar plant that is taking up many hundreds of acres of land that only works when it is daylight or not cloudy or rainy or snow covering the solar panels, but I digress a bit.

Basically, during the Obama era they wanted to double it to 54. There are not a lot of cars that most people want to drive day in and day out that get 54, 55 miles per gallon. Indeed, right now, the fleet, when you average trucks and cars, at this moment is about 26.4 miles per gallon across the board. This is after some years of fuel efficiency since this first came out. Consumers have voted for what they want. They vote with their wallets, and that is where the average is right now.

Some folks want a high-mileage car for their commute or that is what they use every day, or what have you. Some folks want electric cars. They think they are being part of an ecological solution. However, a lot of Americans have shown already that they don't want to have electric cars forced upon them, the EVs. Indeed, we are seeing the manufacturers, after all this enthu-

siasm, the CEOs coming out and saying, Oh, it is the wave, it is the future; they are finding that after an initial jolt of people buying these vehicles, that market has more or less become saturated for this moment.

It has taken a lot of incentives, a lot of government money thrown around to help manufacturers put these out, and then giant incentives to buyers to buy these electric cars. Now we have the National Highway Traffic Safety Administration trying yet again to push even harder on these fuel standards to be what might take 58 miles per gallon to reach the goals that they set out.

They say "our" goals. Whose goals are these? This is government, this is not people's goals. You are going to be even availed less choice of vehicle to drive and use, and it has shown by sales. People are less inclined to want to buy an electric vehicle unless they are forced to. They like internal combustion engines.

What has not really been given a whole lot of credit is that in the last 30, 40, 50 years there has been an incremental gain. When electronic fuel injection really started hitting in the 1990s on more and more, and pretty much all vehicles, the efficiency jumped up as far as MPG; it improved. Emissions dramatically improved, as well. However, nobody really gives credit for that.

It is like, oh, no, that doesn't count because we have the California Air Resources Board in California just dreaming up a new regulation every month because that is what they do. They just grind them out. Other States follow along blindly and say, oh, let's be like California, the so-called progressive States. We find out that we are going to have fewer choices. We find out that we are going to have an issue where people can't buy what they need.

If a person needs an F-150, F-250 truck to do their job, it is not going to be solved by buying four Priuses, okay? Other people just like what they like. I personally am a car enthusiast. I like a Mustang with a V-8. It feels good, and it is fun to drive. I don't want that taken away from me or even the people who drive Camaros. They may not have as good a taste. I am kidding.

It is a deal where the car enthusiasts have this thing they like to do together, whether it is a rivalry, but it all works together, car shows, the whole thing. That is an important part of Americana, including politicians who like to ride in these cars in parades. Who doesn't like a 1972 Cadillac convertible to use in a parade? No, I am going to go back to using my Prius or acting like I am later on.

This corporate average fuel economy is going to take away choices that people want, that people can afford. This forced mandate of electric vehicles by NHTSA is basically what they are doing here. They are not even supposed to be using electric vehicles in calculating the corporate average fuel econ-

omy standard, yet they are sneaking that in there in this proposal. They take away consumer choice via this.

## STOP ILLICIT SUBSTANCES IN PRISONS

The SPEAKER pro tempore. The Chair recognizes the gentleman from Nebraska (Mr. BACON) for 5 minutes.

Mr. BACON. Mr. Speaker, I rise in support of H.R. 5266, because the Federal prison system is in a crisis. Overdoses have skyrocketed 600 percent in prisons and jails, with 65 percent of inmates suffering from active substance abuse disorders.

The influx of fentanyl and contraband into the prisons through fentanyl-soaked mail and forged legal correspondence is a threat to inmates and our prison staff who risk exposure to tainted mail.

The Federal Bureau of Prisons deployed successful pilot programs at two Federal prisons which digitized all mail for 1 year. During the trial, 100 percent of fentanyl was intercepted, and no opioids or other drugs were introduced into the facilities via the mail.

I introduced H.R. 5266 with Representative CARTWRIGHT to ensure the safety of staff and inmates in custody. The bill calls for stringent inspection protocols to halt the flow of illicit substances. We must reverse the dangerous trend of drug consumption and trafficking in our prisons. I urge the House to embrace this legislation and pass it.

## RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until noon today.

Accordingly (at 11 o'clock and 21 minutes a.m.), the House stood in recess.

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## AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. DESJARLAIS) at noon.

## PRAYER

The Chaplain, the Reverend Margaret Grun Kibben, offered the following prayer:

Today, O Lord, may we hear Your voice. Inspire us not to harden our hearts, as we are so often inclined to do. Keep us from our quarreling when we find ourselves without answers, without direction. Save us from our anger when we are tested by demands and doubts and frustrated with misgivings and mistrust.

Though we test Your patience day after day, do not be angry with us nor abandon us even when we turn away from You.

Show us how to mend fences with one another, to turn disputes into discussions, to bridge impasses with compassion, and to set aside our irritation and yield to Your direction.

Today, O Lord, may we hear Your voice and set our will aside and obey Your own.

In Your merciful name we pray.  
Amen.

### THE JOURNAL

The SPEAKER pro tempore. The Chair has examined the Journal of the last day's proceedings and announces to the House the approval thereof.

Pursuant to clause 1 of rule I, the Journal stands approved.

### PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore. Will the gentleman from North Carolina (Mr. DAVIS) come forward and lead the House in the Pledge of Allegiance.

Mr. DAVIS of North Carolina led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will entertain up to 15 requests for 1-minute speeches on each side of the aisle.

### BIDEN MAKES FALSE CLAIMS

(Mr. WILSON of South Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WILSON of South Carolina. Mr. Speaker, Biden issued a statement in December falsely claiming job creation and reduced inflation as the American people have endured the highest inflation in 40 years. His war on energy independence has led to devastating fuel costs for cars and homes.

The reality is much different, as American families know. As described by Stephen Moore of the Committee to Unleash Prosperity, also last month: "The economy is still creating jobs. . . . The bad news: It is government spending and debt that continue to finance the job creation. This year . . . the largest employers have been Federal, State, and local governments. . . ."

I am grateful that, last year, Republicans passed the largest deficit reduction package in American history, supporting job creation.

In conclusion, God bless our troops, who successfully protected America for 20 years as the global war on terrorism continues moving from the Afghanistan safe haven to America with Biden open borders for terrorists. It is sadly clear there will be more 9/11 attacks

across America imminent, as our country has been warned by the FBI.

### COMMITTING TO AFFORDABLE CHILDCARE

(Ms. DEAN of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. DEAN of Pennsylvania. Mr. Speaker, it is the new year. Congress is back in session; students are back in school; and parents are preparing for the year ahead. For many families, that means figuring out childcare.

I remember when I was a young mother running a small law firm with two other women. Two of us were working mothers. We worked with our kids literally on our hips, and we were lucky to be able to do that. This isn't the case for millions of parents, and it shouldn't have to be.

Fourteen million parents rely on childcare, and daycare, on average, costs \$11,000 per year. That is if parents can even find it.

It is often an impossible cycle. Parents can't find work if they can't secure childcare and can't pay for childcare without working, which is why we need to bring bills to the floor like the Child Care for Every Community Act. Under this bill, half of American families would pay no more than \$10 a day for childcare.

High-quality, accessible, and affordable childcare deserves our attention and commitment this year and every year because it is good for our economy, good for parents and children, and good for our future.

### CALIFORNIA GUN LAW BLOCKED

(Mr. LAMALFA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LAMALFA. Mr. Speaker, yet another California law forbidding residents of the State from carrying guns in most public areas has, thankfully, been blocked from taking effect, at least for now. This is good news for California, for other States that tend to copy our bad ideas, and for the constitutional right to bear arms.

This is not, however, Governor Newsom's first unconstitutional attack on our Second Amendment, and it is certainly not going to be his last. The law, SB 2, would increase California's requirements for trying to lawfully obtain a concealed carry permit and also ban carrying concealed weapons in most public areas.

Many county sheriff's offices throughout the State, including in northern California, opposed the law. Sutter and Yuba Counties made the decision to "exercise [their] common sense and discretion to ensure the law is not enforced in a way that would violate the rights of our citizens." Good on them.

As the Member of Congress representing Yuba and Sutter Counties, I

applaud their decision to stand up against the State's unconstitutional attack on the Second Amendment. Law-abiding concealed carry permit holders are not the problem. It is the criminals that are the problem. Start going after the bad guys and leave the good guys alone.

Mr. Speaker, other States that are watching this should not act like we do in California.

### BURDEN OF RISING COSTS

(Mr. DAVIS of North Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DAVIS of North Carolina. Mr. Speaker, I rise to shed light on a pressing issue weighing heavily on residents of eastern North Carolina: the burden of high costs.

One constituent shared: "On a retired educator's budget and as a part-time employee, it is impossible to keep up with rising costs. I can't win for losing. I find myself borrowing from Peter to pay Paul."

Many are finding it extremely difficult to put food on the table. Another constituent shared: "Groceries are extremely expensive. We are just a family of two and have to budget so much of our paychecks for groceries."

In North Carolina, approximately 10 percent of the population is battling food insecurity. The need for good-paying jobs in eastern North Carolina is more critical now than ever.

I strongly encourage Congress to prioritize the Southeastern Crescent Economic Empowerment Act and broader access to healthy, safe, and affordable foods.

### HONORING THE LIFE OF PASTOR CLARENCE SEXTON

(Mr. BURCHETT asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BURCHETT. Mr. Speaker, I rise to honor the life of my dear, good friend, Pastor Clarence Sexton, who passed away on December 12 at the age of 75. He was very kind to me through some tough times and would often pray with me and congratulate me on tough wins and an occasional loss.

Pastor Sexton loved the Lord, and everything he did was to serve Him. He founded Crown College in 1991 to train students to serve Jesus Christ in local churches and all across our great world and to help spread the Gospel.

Everyone who met him knew of his faithfulness as well as his support for conservative ideals and family values, which is why he was given the opportunity to conduct the funeral of Robert Trump in 2020.

My dad always used to say that if preachers would just preach the Gospel, we would solve most of the world's problems. Pastor Sexton did preach the Gospel faithfully, without any agenda except to serve the Lord.